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(ShipmoPC), which is a strip theory based software, for the 6 degrees of freedom motion responses as well as the vertical accelerations, and added wave resistance. The effect of active fins on the roll motion responses was also explored.

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The seakeeping analysis is based on the linear strip theory with frequency domain solution for the response transfer functions calculation on coupled heave - pitch and uncoupled roll motions.

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This paper is a continuation of a previous study, using the final forms of the new design inspired by the existing " Yacht A " , and represents the complete comparative seakeeping analysis related to its performances compared to the results of a class of maxi-yachts designed in Italy to operate in the Caribbean area.

## ~~Comparative seakeeping analysis of a class of maxy yachts ...~~

Abstract and Figures Over the years many methods are evolved for computing ship motions and loads, i.e. seakeeping analysis. All of these methods are known as potential flow methods where fluid is...

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Equations of Motion Seakeeping theory is formulated in equilibrium (SEAKEEPING) axes {s} but it can be transformed to BODY axes {b} by including fluid memory effects represented by impulse response functions.

## ~~Chapter 5—Seakeeping Theory—~~

The comparative analysis was conducted by using a commercial seakeeping package (ShipmoPC), which is a strip theory based software, for the 6 degrees of freedom motion responses as well as the vertical accelerations, and added wave resistance. The effect of active fins on the roll motion responses was also explored.

## ~~Comparative seakeeping performance analysis of a warship ...~~

Two sets of seakeeping computations and comparative model tests were performed for a fast monohull in regular waves. The first set of computations used an existing three-dimensional frequency domain panel code that formulates the potential flow problem by means of the zero-speed Green function. The second set used a modified version of this code that implemented an advanced software module, newly developed within the European research project WAVELOADS, where the free-surface forward-speed ...

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~~Comparative Frequency Domain Seakeeping Analysis of a Fast ...~~

The objective of this paper is to compare hull resistance and seakeeping ability between monohull and semi-SWATH by means of prediction. Predictions were done by using simulation method for both analyses. The prediction of hull resistance and seakeeping of vessel is essential in early stage of design.

## ~~HULL RESISTANCE AND SEAKEEPING OF MONOHULL AND SEMI-SWATH~~

A number of factors affect seakeeping or how correctly the ship responds. Size: A larger ship will generally have lower motions than a smaller one. This is because the relative size of the waves is lower. Displacement : A heavier ship will generally have lower motions than a lighter one. Given that the wave energy is the same for each vessel and provides the exciting force, the one with the greater mass will have the lower accelerations.

## ~~Seakeeping—Wikipedia~~

This thesis describes a comparative study of seakeeping analysis for a fishing vessel in Malaysia. Three different methods were used for the seakeeping analysis namely; full scale trial, model experiments and time domain simulation. The simulation program was developed at Universiti Teknologi Malaysia (UTM).

Progress in Maritime Technology and Engineering collects the papers presented at the 4th International Conference on Maritime Technology and Engineering (MARTECH 2018, Lisbon, Portugal, 7–9 May 2018). This conference has evolved from a series of biannual national conferences in Portugal, and has developed into an international event, reflecting the internationalization of the maritime sector and its activities. MARTECH 2018 is the fourth in this new series of biannual conferences. Progress in Maritime Technology and Engineering contains about 80 contributions from authors from all parts of the world, which were reviewed by an International Scientific Committee. The book is divided into the subject areas below: - Port performance - Maritime transportation and economics - Big data in shipping - Intelligent ship navigation - Ship performance - Computational fluid dynamics - Resistance and propulsion - Ship propulsion - Dynamics and control - Marine pollution and sustainability - Ship design - Ship structures - Structures in composite materials - Shipyard technology - Coating and corrosion - Maintenance - Risk analysis - Offshore and subsea technology - Ship motion - Ships in transit - Wave-structure interaction - Wave and wind energy - Waves Progress in Maritime Technology and Engineering will be of interest to academics and professionals involved in the above mentioned areas.

The International Conference on Hydrodynamics is an increasingly important event at which academics, researchers and practitioners can exchange new ideas and their research findings. This volume contains papers from the 2004 conference covering a wide range of subjects within hydrodynamics, including traditional engineering, architectural and mechanical issues as well as significant new technologies and methodologies such as bio-fluid mechanics and computational fluid mechanics.

**KEY FEATURES:** Provides researchers in Ocean engineering with a thorough review of the

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latest research in the field Lengthy reports by leading experts A valuable resource for all interested in ocean engineering DESCRIPTION: The International Ship and Offshore Congress (ISSC) is a forum for the exchange of information by experts undertaking and applying marine structural research. These three volumes contain the eight technical committee reports, six Specialist Committee and 2 Special Task Committee reports which were presented for the 15th International Ship and Offshore Structures Congress (ISSC 2004) in San Diego USA, between 11th and 15th August 2003. Volume III will be published in 2004 and is to contain the discussion of the reports, the chairmen's reply, the text of the invited Lecture and the congress report of ISSC 2003.

This book gathers the peer-reviewed proceedings of the 14th International Symposium, PRADS 2019, held in Yokohama, Japan, in September 2019. It brings together naval architects, engineers, academic researchers and professionals who are involved in ships and other floating structures to share the latest research advances in the field. The contents cover a broad range of topics, including design synthesis for ships and floating systems, production, hydrodynamics, and structures and materials. Reflecting the latest advances, the book will be of interest to researchers and practitioners alike.

Analysis and Design of Marine Structures V contains the papers presented at MARSTRUCT 2015, the 5th International Conference on Marine Structures (Southampton, UK, 25-27 March 2015). The MARSTRUCT series of conferences started in Glasgow, UK in 2007, the second event of the series took place in Lisbon, Portugal (2009), while the third was in Hambur

Wave contour and confidence domain approaches to bounding the wave environment, though similar in concept, are shown to produce widely differing results for similar conditions. A comparative analysis is performed to identify the caused for these differences. It is found that the calibration equations used to convert visually observed wave characteristics to wave statistics in the confidence domain approach are of questionable validity, and that the methodology used to define wave contours is deficient. A revised approach to bounding the wave environment is delineated and implemented for two cases. (Author).

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